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ent, and yet a critic of this book has recently stated that "the problem may be left to work itself out under the influence of mutual forbearance and good-will"!

The author, recognizing the existing clamor for a "remedy," tentatively draws the following suggestions from her investigation: that the historical study of the subject points to relief through the removal of the social stigma; that the specialization of household employments, in consequence of the removal of as much work as possible and the removal of the domestic employee as well from the home of the employer, leads to a simpler and better manner of life for both employer and employee; that the introduction of profit sharing is one means of placing household employments on a business basis; that the establishment in connection with one of our great universities of a school of investigation, open only to graduates of the leading reputable colleges, is the only opportunity for the scientific advancement of the household and all questions connected with it; and that, together with the last, a recognition of the necessity for the readjustment of the work of both men and women must result in making any form of housework for remuneration honorable for any person—man or woman.

Domestic service is everywhere made a topic for conversation or gossip. The value of Miss Salmon's work lies largely in showing that it should rather be a subject for scientific investigation and study. It will, however, be many a long year before a book on the subject appears which will be so suggestive in practice and so interesting in theory as is this of Miss Salmon's.

MARION TALBOT.

Industries and Wealth of Nations. By MICHAEL G. MULHALL.
London: Longmans, Green & Co., 1896. 8vo, pp. xii+451.

"THE principal value of statistics is for purposes of comparison, and they must often cover the debatable ground between ascertained facts and reasonable conjecture." This quotation from Jevons, and one from M. Leroy-Beaulieu to the effect that "we must avoid the absurdity of limiting statistics to ascertained facts, for in many cases this branch of science can reach only approximate results," stand at the beginning of Mr. Mulhall's book, and indicate his conception of the nature of his work. He has endeavored to bring together the

results of a great number of official and private statistical studies, published in many different languages, so as to present the leading industries and the earnings and wealth of the countries of Christendom in such a way that the resources and achievements of the several nations may be readily compared, and the progress of each and all of them during the last sixty years may be shown with some degree of adequacy.

The book contains an initial index to the chapters and to the diagrams, and at the end of the volume a topical index of seventeen pages. The introduction, describing the plan of the work, is followed by a chapter of some forty pages giving a conspectus of the industrial condition of the civilized world, and this by chapters on the several countries; after which come seventeen pages of "comparative tables" (thirty-seven in number) and an appendix of about forty pages, with divisions corresponding to those of the body of the work.

A work of this kind, from a statistician of Mr. Mulhall's experience, is something to be grateful for, notwithstanding the fact that such an undertaking must inevitably leave much to be desired. Mr. Mulhall has produced a compendium which has the merit of containing a great quantity of useful material and also of being brief and orderly and having the clearness which comes from brevity and order. Notwithstanding the proverbial dryness of statistics, the book is eminently readable, and the diagrams, as a result of their simplicity, are particularly successful. In one matter of detail alone I venture to criticise the diagrams: I believe that the arrangement of bars indicating relative magnitude in a pyramid, or *double* flight of steps, takes longer to grasp than the arrangement of them in a *single* flight of steps; that is, I think that the longest bar should be at one end instead of being in the middle.

In order to make his data comparable Mr. Mulhall has been obliged to modify and rearrange his material; and this he has done in a way—more or less arbitrary—which is briefly described in his introduction. We recognize that an extended discussion of the reasons which have led him to follow one of several debatable courses would be inconsistent with the limits of such a handbook as this; and that such a discussion should no more be looked for in the present volume than exact and specific references to the sources for his material. Nevertheless we feel that a somewhat fuller treatment of these matters is desirable. On page 12, in the case of such an important matter as

the estimate of the merchandise item in his table of national wealth, he tells us shortly, without a word as to the ground of his decision, that he takes 50 per cent. of the annual amount, at the same time reminding us that such a respectable statistical commission as that of the United States census takes 75 per cent. as the proper estimate. Whether or not any fuller explanation of our author's basis of procedure should be given in such a case as that just mentioned, there can be no question that we should know what he has actually done in any given instance, and we should not be left with such an ambiguous statement as that on page 4, where he tells us that, where returns do not exist, "we may go on the hypothesis that the increase of fixed engines since 1878 has been in the same ratio as that of the consumption of raw material, OR *that of the number of factory operatives.*" [Italics mine.]

As the main purpose of his tables is the facilitation of comparisons, and as Mr. Mulhall himself emphasizes the importance of the time element in all comparisons, we feel that he should be more careful in the collation of statistics than he has been in his "comparative tables." In Table I, on page 377, the population of the United States appears as 70.7 millions, while in Table II it is put at 62.6 millions. The former number seems to be based upon an estimate for 1896, the latter upon the census of 1890; and yet as a part of Table II (in which the earlier estimate appears) we have a comparison between the inhabitants per square mile in 1821 and in 1896. A further comparison of Tables I and II shows us that the discrepancy is not confined to the statistics for the United States. About half of the figures in Table II (including those for such important states as France and Germany) are the same as those in Table I, while the other half are different. The difference between 1890 and 1896 (a difference of nearly 13 per cent. in population, according to Mr. Mulhall's own figures) is too great to be ignored in this way. That the convenience of comparing directly the data gathered by the principal censuses taken in the leading European states and in America may excuse the inaccuracy of comparing the returns of 1890 for one country, for instance, with those of 1891 for another country, does not seem to the writer to justify a statistician in ignoring a difference of five or six years in presenting the comparative conditions of rapidly growing nations.

Objection will probably be made by different statisticians to a number of Mr. Mulhall's methods of calculation; and although it may be

answered that when he has told us what his method of procedure is, and has consistently adhered to it, he has done all that we may reasonably demand, we nevertheless reserve the right to take exception to some of the calculations thus made. For instance, the writer is inclined to believe that the omission (see page 3) of all account of water power and electricity from the working power of nations (to say nothing of the omission of windmills and of asses and oxen) is a more serious omission than Mr. Mulhall deems it; and, further, although it may be said that hand power is coming to be of so little importance in a general estimate of available energy that minute calculations in regard to it are useless, the writer must protest against Mr. Mulhall's assumption that "for all practical purposes we may omit women and children."

Aside from debatable questions, there seem to be some indubitable errors in method, as where, on page 54, in a comparison between wealth and debt, Mr. Mulhall deducts the cost of income-yielding, state-owned railways from the national debt, without any corresponding deduction from the total national wealth, in the computation of which these railways were considered. Elsewhere, in a similar case, he more properly makes a deduction from both of the sums to be compared.

Imperfections of the kind we have been considering are doubtless to be expected in a work of such vast scope as the one before us, but their discovery may serve to remind us how cautious one should be, not only in adopting the author's conclusions, but even in using his figures. *Apropos* of the author's conclusions, the reader of Mr. Mulhall's book can hardly fail to notice that he has strong convictions on a number of questions, such as free trade, honest money, state ownership of railways, and the Irish question in imperial politics, and that, although he does not take advantage of his author's position to argue these questions (except in so far as the presentation of pertinent statistics is argument), he does not hesitate to express his conclusion on these matters every now and then, briefly, indeed, but very positively. Although he "lays down the law" in a right royal manner, however, it may be said that as a rule he presents a good statistical basis for his judgments.

In conclusion it is to be observed that the result of our author's studies is a very pleasing picture of the world's present condition and future prospects. This roseate view of life, however, would doubtless be greatly modified if in his work Mr. Mulhall had taken the question

of distribution seriously into account. For most countries he has given us no statistics as to the distribution of the nation's wealth or the nation's earnings among the different classes and grades of workers, and such statistics of distribution as he has offered are quite inadequate. Perhaps it is to be regarded as fortunate, from the standpoint of the student of social welfare, that the scope of Mr. Mulhall's work did not embrace statistics of distribution, since there is doubtless an advantage in having the sufficiency of production firmly established before the question of distribution is taken up for consideration.

FREDERIC W. SANDERS.

Street Railway Franchises. By LEE MERIWETHER, Commissioner of the Bureau of Labor Statistics. Jefferson City, Missouri: State Printers, 1897. 8vo.

Street Railways of Chicago and Other Cities. By GEORGE A. SCHILLING, Secretary Illinois Bureau of Labor Statistics. Chicago: Committee of One Hundred against the Humphrey Bills, George P. Englehard, Chairman, 1897. 8vo, pp. 73.

The Street Railway Problem in Cleveland. By WILLIAM ROWLAND HOPKINS. New York: The Macmillan Company (for the American Economic Association), 1896. 8vo, pp. 86.

The Street Railway System of Philadelphia. Its History and Present Condition. By FREDERICK W. SPEIRS. Baltimore: The Johns Hopkins Press, 1897. 8vo, pp. 123.

THE growing importance of the street-railway property in America is beginning to be recognized by economic students, and they are trying to trace the steps by which shrewd promoters and financiers have been securing millions during the past decade. In every instance the problem of transportation in the great cities is found to be a social and political problem as well as an economic one. Indeed, the economic side of the question is the simplest and least interesting. No investments today are more surely profitable or easily managed than the investments in street railways—if the political complications can be removed. The past decade has been one of rapid change and development, so that the political side has been constantly before the public